

Quarterly Newsletter

FREIGHT

TRANSPORTATION PLANNING FOR THE MOVEMENT of
MATERIALS, GOODS, and SERVICES TO, THROUGH, and FROM
MIAMI-DADE COUNTY

Spring 2002

Miami-Dade County Metropolitan Planning Organization

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*In this issue of the Miami-Dade Metropolitan Planning Organization's (MPO) quarterly newsletter the focus is on **Freight**. It covers some of the planning studies and activities the MPO and its staff perform to further the consideration of the movement of freight in developing studies, plans, and programs at the MPO.*

The information provided in this issue gives citizens an opportunity to not only see what the MPO has done in the past, and is planning for the future, but also to inform them about local freight and trucking planning efforts we're presently engaging in.. Perhaps it will give our readers ideas they can contribute and share with us in this relatively new area of transportation planning.

We look forward to getting input from you, the readers, our customers.

José-Luis Mesa, Director
MPO Secretariat



This edition of the MPO's Quarterly Newsletter is all about *FREIGHT*

WHY FREIGHT?

Freight is everywhere. It's one of the most important considerations when we think about transportation and transportation systems, but only recently has it been singled out as a topic for MPOs, State DOTs, and other transportation planning organizations to specifically address as they plan for transportation improvements for the future.

While we like to think that the Internet Age we live in can largely do away with many of the needs for transportation, the fact is, we still need to get around. And we'll need the freight industry to move our goods and products from where they're made to where they're sold. And we'll need to get the larger goods from where they're sold to our homes and businesses where they can be used. Freight is here to stay.

And for the most part, here in Miami-Dade County, that means *trucks*.

Trucks are the lifeblood to the transportation of raw materials, intermediate products, finished goods, and yes, even services, here in Miami-Dade County.

*Please see **Why Freight?**, following page*

SOME RECENT INITIATIVES TO IMPROVE FREIGHT MOVEMENT IN MIAMI-DADE

Listed below are two important projects that deal with improving the movement of freight and goods on trucks in Miami.

The **ATMS project** addresses ways to better manage the flow of traffic on existing streets and highways by linking signals to computers and coordinating timing to allow traffic to flow better, and by allowing human traffic controllers to see emerging traffic problems through a variety of sensors and respond and handle to emerging traffic slowdowns before they become stopped traffic and gridlock problems.

By assisting all traffic to flow more smoothly, and to keep going in some situations where it vehicles would come to a stop, trucks are benefited as well. And when it takes less time, and less fuel, for freight to reach its destination, it costs less for the services to get them there, and thus less for the products shipped.



And that helps the economy, and all of us, from the wholesalers and warehousemen, through the distributors, to the retailers, and eventually to each of us, the end consumer.

The **Port Tunnel** is a major capital investment that will take years to plan and implement, but which will *allow heavy trucks to enter and leave the Port of Miami without having to drive through the middle of Downtown Miami*. It will directly connect the Port with I-395/SR 836, and allow drivers to take loads to both the industrial, warehousing, and transshipment centers of West Dade, and to access I-95, the Palmetto, and the Turnpike for long-haul trips out of the county and state. The Port tunnel will improve freight movement, help improve the economics of our county, and also help make the Downtown a better place to work and live as well.

Advanced Traffic Management System

This project is designed to complete the replacement and upgrading of the Miami-Dade County traffic control system, consisting of countywide traffic signals, controllers and construction of a new central control and monitoring facility.

Port of Miami Tunnel

A tunnel is being planned to connect I-395 directly to the Port of Miami. Two two-lane tunnels, one in each direction, would extend from Watson Island beneath the Miami Channel of the Miami Harbor to Dodge Island - a distance of approximately 4650 ft. The MacArthur Causeway Bridge would be widened on the inside to provide one additional lane in each direction.

Why Freight? (from page 1)

We need trucks of all shapes and sizes to move freight, to bring food and staples to our supermarkets, tools and implements to our hardware stores, clothing and accessories to our department stores, furnishings to our furniture stores, and all of the above to our big box general retailers. **We need trucks** to supply our fast food restaurants, and our beauty salons, and our doctors and dentists and laboratories and hospitals, and our airport and seaport. And while rail is used to bring in large shipments of many bulk goods and large items, we still need trucks to move them from the rail yards to the warehouses, businesses, and stores where they are wholesaled and retailed. Rail brings thousands of cars to Miami-Dade, but trucks transport them to the dealers and car lots where we as individuals and families purchase them. Rail can transport millions of tons of rock and sand, but trucks get them to many of the cement plants where they're turned into blocks to build houses and concrete mix to build office buildings, and trucks must take them to the construction sites scattered across Miami-Dade where building in our growing county is taking place every day.



Trucks are vital for our increasingly service-based economy as well. Home and business repairs carried out by tradespeople use trucks. The infrastructure upkeep so vital for keeping our county functioning -roadway repairs, school supplies stocking, water and sewer system maintenance, and -especially! -garbage and trash collection - are all truck-based. And even some

information systems transmission capability is truck-based! The US Mail, quick-time courier package, and overnight delivery services are overwhelmingly truck-based.



Freight movement is critical to Miami-Dade County's economy and the county's economic health and well-being. *Without trucks, Miami-Dade wouldn't move freight.* So the MPO addresses freight planning and trucks as an important segment of the organization's overall program.

This issue of the newsletter will share some of our recent work in the area of planning for freight and trucks.

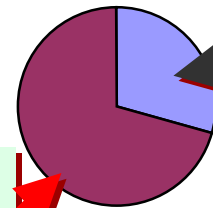


From warehouse to local to over-the-road, and back again, trucks keep freight moving across the US and especially in Miami-Dade County.



Some Local Area
Roadway
Truck Traffic
Statistics-Truck
Volumes on Roads

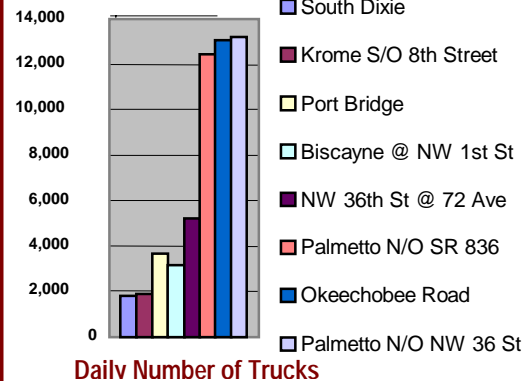
OKEECHOBEE RD - Year 2000



Almost 1/3
of all
traffic is
trucks!

■ PCT TRUCKS

■ PCT NON-TRUCKS



Daily Number of Trucks

CURRENT MPO FREIGHT-RELATED STUDIES - The City of Miami DTMP -

The Miami Downtown Transportation Master Plan, the **MDTMP**, is a joint transportation planning venture of the local State DOT office, the County Public Works Department, the MPO, and of course, the City of Miami. Commissioners Johnny Winton from the City, and Bruno Barreiro from the County both worked to get this study started and funded, and the MPO Governing Board approved it by majority vote.

The DTMP was born from **increasing problems in the Greater Downtown areas** with congestion, parking, and in general, mobility and accessibility difficulties. The DTMP will take a 20-year future look at and growth and planning transportation improvements to help people and goods to travel around the city more easily and conveniently.

It includes several freight movement components. Assuring the economically important commercial functions of the Miami River cargo traffic to continue while minimizing impacts to bridge-traveling surface traffic is one problem that will be addressed. Getting the thousands of tons of cargo and goods in and out of the Port of Miami, the second largest individual economic engine of Miami-Dade, while minimizing adverse truck impacts on roadway infrastructure and quality of life issues will be another important consideration in the DTMP Study. And addressing ways to better handle the deliveries of goods to the hundreds of Downtown Miami merchants on congested and pedestrian-crowded Downtown streets will be another area of investigation.

The DTMP will present its findings and Final Reports in the Summer of 2002.

CURRENT MPO FREIGHT-RELATED STUDIES - THE AIRPORT WEST TRUCK TRAFFIC STUDY -

The **Airport West Truck Traffic Study** is an MPO effort investigating current traffic problems experienced by businesses in this rapidly growing area. It is focusing on more immediate design and operations shortcomings that hinder truck travel, and hence impact all other travel in the greatly congested Airport West. A poll of businesses in the area has resulted in identification of a number of hot spots, and research is underway focusing on developing approaches to relieve the worst problem sites.



WE WANT YOUR IDEAS!

WE WANT YOU!

There are a number of ways that we can improve freight transportation in Miami-Dade County. One is by participation of freight companies and trucking firms and associated industries such as freight forwarders and warehousemen on a **Freight and Trucking Advisory Committee**. This committee, like CTAC, the Citizens Transportation Advisory Committee, would advise the MPO on matters pertaining to freight movement. **FTAC** would be composed of members from the private sector, as well as representatives from the MPO, the Florida DOT, Public Works Departments, the Expressway Authority, and the Seaport and Airport.

Together, several times a year, FTAC would meet and discuss projects of importance to the industry in the 5-year TIP and the 20-year Long Range Plan, identify problems, and promote ideas for new projects to address industry concerns and help get the goods out more effectively and efficiently.

If you're part of the freight industry, we solicit your participation and ideas for a better transportation system for freight –call the MPO at 305-375-4507.



MIAMI-DADE COUNTY HIGHWAYS WITH HIGH TRUCK TRAFFIC LEVELS

Information Taken

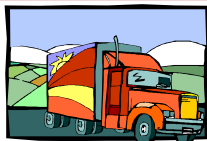
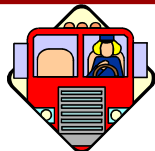
From the MPO's

Freight Movement Study

- 1) I-95
- 2) SR 836/Dolphin
- 3) SR 826.Palmetto
- 4) NW 87th Avenue/Airport West
- 5) NW 72nd Avenue/Airport West
- 6) Okeechobee Road
- 7) SW 88th Street/Kendall Dr.
- 8) SR 874/Shula
- 9) US 1/South Dixie Highway

All facilities except South Dixie (~2,400/day) carried more than 2,500 trucks/day.

SR836 (Dolphin Expressway) carried over 10,000 per day and I-95 had more than 16,000 trucks using it every day.



Metropolitan Planning Organization (MPO) Secretariat

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